

To: Reiner, Chris[Reiner.Chris@epa.gov]; Ronald McManamy Jr[rmcmanamy@eqm.com]
Cc: Laurie Palmer[lpalmer@eqm.com]; Jason Coury[jcoury@eqm.com]; Scott Hynd[SHynd@gdiving.com]
From: Kyle Watson
Sent: Tue 9/27/2016 5:41:23 PM
Subject: RE: The old Spirit of Sacramento

Chris,

You've nailed my exact concern; safety. The savings enjoyed by not spending overtime on commute hours should offset the lodging costs. I'm good with a morning handoff on Monday. It looks like we're heading into this job working 0630-1830 and 1830-0630 shifts, so perhaps we can make the transition at crew change on Monday at 0630.

Another idea that we were kicking around internally yesterday is to set up some electric submersible pumps with float switches, and then just having one person stop by every day to check on things. This would be acceptable as long as the vessel isn't actively taking on water. The nice thing about a steel vessel is that she can be made water tight much easier than a wooden vessel. I'm optimistic that we'll be able to get her tight enough that a 24 hour pump watch won't be necessary after the weekend, but if we need a pump watch we'll likely go with the lodging option.

Best Regards,

Kyle

From: Reiner, Chris [mailto:Reiner.Chris@epa.gov]
Sent: Tuesday, September 27, 2016 10:34 AM
To: Kyle Watson; Ronald McManamy Jr
Cc: Laurie Palmer; Jason Coury; Scott Hynd
Subject: RE: The old Spirit of Sacramento

Kyle – thanks for keeping on top of this issue as you wrestle with the bigger one of lifting the vessel.

I hadn't understood the transfer from USCG to EPA to necessarily happen in the middle of the night, but if it's easier from a billing or other standpoint to handle it that way, that's fine. Otherwise, I'd say let's do the handoff at 0800 on Monday, if a pump watch is still needed at that point.

As far as where the crew stay, I think either approach would be acceptable, as long as one of them isn't significantly more expensive. The concern I'd have about people driving is safety – if they're driving an hour (or more) to work a 12-hour shift and then driving home again at the end of the day, that will mean some pretty tired drivers after just a few days of that. If there's a way to set it up where this isn't an issue (such as rotating staff), I'd be okay with that, but I'm certainly not requiring you to take this approach.

In short – either way is okay, as long as the costs are fairly comparable and the safety issue is addressed. Sound reasonable?

Chris

From: Kyle Watson [<mailto:KWatson@gdiving.com>]
Sent: Tuesday, September 27, 2016 9:29 AM
To: Reiner, Chris; Ronald McManamy Jr
Cc: Laurie Palmer; Jason Coury; Scott Hynd
Subject: RE: The old Spirit of Sacramento

Chris,

I'm doing some planning for setting up a potential pump watch for the Spirit of Sacramento. Based on yesterday's conversation (which was very good by the way) it looks like the EPA would start paying for a pump watch starting at midnight Sunday night. We are sending out feelers to our labor pool to see if we can muster a crew, which raises a couple of questions. With the job site being in Sausalito, and none of our people living in that expensive area, would the EPA be amenable to putting folks up in a hotel near the site and then just paying them for actual 12 hour shifts on site? Another option would be to have people commute to and from Sausalito, but I would expect to have to pay them for their travel time on top of their 12 hour shift. Any thoughts on this would be appreciated.

Thanks,
Kyle

From: Reiner, Chris [<mailto:Reiner.Chris@epa.gov>]
Sent: Thursday, September 22, 2016 3:15 PM
To: Ronald McManamy Jr
Cc: Kyle Watson; Laurie Palmer; Jason Coury
Subject: RE: The old Spirit of Sacramento

Thanks Ron, Kyle and Jason. This is a very useful starting point for planning. The question of whether the hazmat work gets done on land or water is a tricky one, involving who is paying for and conducting the work at each step, but I understand Kyle's concerns and desired direction on that question and will keep it in mind.

Ron –The preplanning TO paperwork has been submitted. As I mentioned, I'll be talking more with Corps of Engineers, Coast Guard and Contra Costa County over the next several days to nail down as many operational questions as possible. Aside from that, do you need anything further from me at this point?

Chris

From: Ronald McManamy Jr [<mailto:rmcmanamy@eqm.com>]
Sent: Thursday, September 22, 2016 3:03 PM
To: Reiner, Chris
Cc: 'GSD Kyle Watson (KWatson@gdiving.com)'; Laurie Palmer; Jason Coury
Subject: The old Spirit of Sacramento

Mr. Reiner,

I just spoke to Kyle and I likely did not ask all the right questions but as always he was very helpful. I included both he and Jason in the conversation to correct any misstatements on my part.

Global can and prefers to remove the fuel while the vessel is in water to reduce the requirements associated with crawling around on the vessel out of water. They will be more safe and efficient. Kyle assumes from other similar work that the removal of the fuel will be a quick task requiring 1-2 days. He also assumes that we may be able to get and remove a great majority of the HazMat right after the fuel removal task is completed and will take 2-3 days (including typical HHW and Hydraulic lines). The packaging and T&D will take us about a week.

Of course this is with caveats and exceptions. Asbestos wire, tile, insulation, engine room components requiring abatement will be a separate task. We may not be able to get to some hazmat and may need to be on standby if the demo company can't address it. We (you or another stakeholder) may want to do an assessment to determine / identify the hazmat and the best approach to getting the hazmat.

The options (based on the level of hazmat and the need to verify as clean) are:

- Gross Hazmat removal = 1 week
- Shearing and demo = 2-3 weeks
- Torch cutting = 4-6 weeks

I can put a pretty good number together regarding T&D cost once we know what we might have.

Please let me know if I am missing anything?

Thanks,

Ron McManamy, CHMM

Deputy Program Manager

Environmental Quality Management, Inc.

18939 120th Avenue NE, Suite 103

Bothell, Washington 98011

425-673-2900 Main

206-276-1935 Cell

206-276-7511 Fax

rmcmanamy@eqm.com

www.eqm.com



Please consider the environment before printing this e-mail or attachments. If you do print, please recycle the paper.

Disclaimer: Electronic Privacy Notice. This e-mail, and any attachments, contains information that is, or may be, covered by the Electronic Communications Privacy Act, 18 U.S.C. 2510-2521, and is also confidential and proprietary in nature. If you are not the intended recipient, please be advised that you are legally prohibited from retaining, using, copying, distributing, or otherwise disclosing, in part or in whole, this information in any manner. Instead, please reply to the sender that you have received this communication in error, and then immediately delete it. Thank you in advance for your cooperation